

DEPARTMENT OF TRANSPORTATION

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Governor's Office of Planning & Research

August 03 2021

STATE CLEARINGHOUSE

August 3, 2021

Anita Juhola-Garcia
City of Long Beach
411 W. Ocean Boulevard
Long Beach, CA 90802

RE: Century Villages at Cabrillo Specific Plan –
Draft Environmental Impact Report (DEIR)
SCH # 2020010387
GTS # 07-LA-2020-03625
Vic. LA-103/PM: 1.697

Dear Anita Juhola-Garcia:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The Project Applicant, Century Housing Corporation, is preparing the Century Villages at Cabrillo Specific Plan (Specific Plan) to redevelop portions of the existing Century Villages at Cabrillo. The Specific Plan is part of a collection of planning documents that will effectively guide the services, housing, amenities, and programming for the Plan Area, which encompasses 27 acres. Implementation of the Specific Plan would involve the removal of 235 dwelling units, 10,030 square feet of amenities, 10,200 square feet of education uses, 7,250 square feet of services and administrative uses, and 153 parking spaces. It would also entail the development of 750 dwelling units, 77,000 square feet of amenities, 15,000 square feet of educational uses, 17,000 square feet of commercial/retail uses, 48,000 square feet of administrative and supportive services, and 518 parking spaces. Buildout of the Plan Area would result in a total of 1,380 dwelling units, 79,350 square feet of amenities, 15,000 square feet of educational uses, 22,850 square feet of commercial/retail uses, 67,050 square feet of administrative and supportive services, and 877 parking spaces. The dwelling units will be 100% affordable, and located near a central transit center as well as dedicated bicycle and pedestrian facilities. The City of Long Beach is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located adjacent to State Route 103 (SR-103, also known as Terminal Island Freeway). Specifically, it is located adjacent to the section of SR-103 north of W 20th Street that the City of Long Beach owns and designates a Boulevard. Caltrans owns the rest of SR-103 south of W 20th Street, including the ramps at the San Gabriel Avenue & SR-103 NB Ramps/20th Street intersection. In addition, State Route 1 (SR-1, also known as the Pacific Coast Highway) is located approximately 625 feet away from the project and Interstate 710 (I-710) is located approximately 5,000 feet away from the project. From reviewing the DEIR, Caltrans has the following comments.

Since Caltrans commented on the Notice of Preparation for this project, the implementation deadline for Senate Bill 743 (2013) has passed. Thus, we have reviewed this DEIR primarily from a Vehicle Miles Traveled (VMT) perspective. The DEIR states "the Specific Plan would have a less than significant VMT impact due to its location within a transit priority area and the Specific Plan being a 100 percent affordable housing project with neighborhood-serving retail less than 50,000 sf in area." We concur with this assessment. We also support this project's implementation of Transportation Demand Management measures, such as employee flexible work programs, subsidized transit passes, and carpool/carshare

programs. These measures will further reduce this project's VMT impacts and Greenhouse Gas emissions, which aligns with Caltrans' mission to provide a safe and reliable transportation network that serves all people and respects the environment.

In addition, the DEIR lists Caltrans as a Responsible Agency and states that approval from us will be necessary for any improvements to or work conducted in Caltrans right of way, including SR-103. The DEIR also states that Caltrans encroachment permits might be necessary. We concur with and appreciate these statements. Note that the encroachment permit process is handled by Caltrans' Office of Permits. For more information on encroachment permits, see: <https://dot.ca.gov/programs/traffic-operations/ep>.

Before approaching the Office of Permits about improvements near SR-103, we recommend that the City of Long Beach send Caltrans a feasibility study for the "Potential Gateway Extension" shown in Figure 3-7 of the DEIR. It appears from the figure that Williams Street will be extended to SR-103. While the City of Long Beach owns this section of SR-103, this extension could still impact the section of SR-103 that Caltrans owns. To ensure that this extension does not negatively impact the section of SR-103 that Caltrans owns, and that the permitting process is completed as quickly and smoothly as possible, Caltrans recommends that the City send us the feasibility study for this extension as soon as it is available.

The DEIR also states in the Non-CEQA analysis section that a "corrective action" was explored to improve the Level of Service (LOS) at the intersection of Harbor Avenue and PCH, because it is projected to operate at LOS E under both the Baseline Plus Project and Future Plus Project scenarios. This action would be to stripe a dedicated northbound right-turn lane at this intersection. Caltrans concurs that there would be adequate width to stripe a right-turn only lane at this intersection, as the current shared through-right lane is 22 feet wide. If a dedicated right-turn lane will be installed, Caltrans recommends that approximately 80 feet of street parking be removed to provide enough storage length. A standard dedicated right-turn lane is 12 feet wide with a 4-foot bike buffer. If the new lane deviates from these standards, a Design Standard Decision Document (DSDD) will be needed. Also, this improvement will likely need an encroachment permit as well.

The following information is included for your consideration. Any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2020-03625.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse